



Segment 1C Overview

- Pedestrian Signal Upgrade – MLK at H.E. Holmes Drive
- Sidewalk and Streetscape Upgrade/Improvements – both sides of MLK from H.E. Holmes Drive to West Lake Avenue
- Pedestrian Signal Upgrade – MLK at Ralph David Abernathy Boulevard
- Enhancing existing pedestrian network throughout segment (Streetscape and Traffic Calming Improvements such as Pedestrian Lights, Street Trees, Signage and Street Furniture)
- Access Management measures along segment (inter-parcel access, curb cut and driveway consolidation)
- Gateway designations, signage and Wayfinding element throughout segment (*includes the Wayfinding signs and gateway elements at MLK at West Lake Avenue and, MLK at Robert David Abernathy Boulevard*)
- Transit Superstop at MLK at West Lake Activity Node (*currently functions as a Superstop at the MARTA station now and will continue as the hub of an activity node*)
- Extensive coordination with MARTA and GDOT
- Transit Oriented Development (TOD) at Activity Nodes
- New infrastructure must fully address flooding issues that impact area; new projects should provide relief where possible and not aggravate current problems
- Consolidation of bus stops at various locations along segment
- Installation of bus shelters where appropriate along segment

Figure 3-4 on the following page maps the recommended projects. Figure 3-5 depicts the recommended typical section for Segment 1C between Holmes Drive and Barfield Avenue. Figure 3-6 depicts the recommended typical section Segment 1C between Barfield Avenue and West Lake Avenue.

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Figure 3-4: Segment 1C - Transportation Improvements

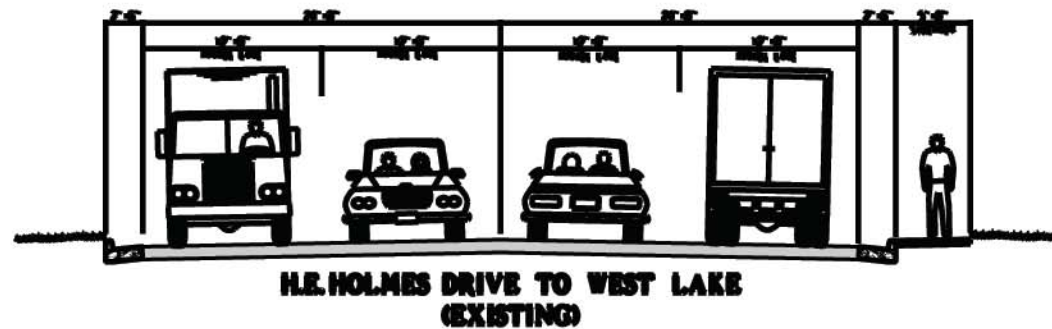


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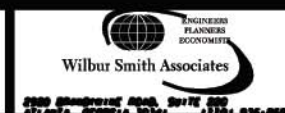
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MARTIN LUTHER KING, JR. DRIVE CORRIDOR STUDY



**Figure 3-5: Segment 1C - Recommended Typical Section
(Holmes to Barfield)**



**MARTIN LUTHER
KING, JR. DRIVE
CORRIDOR STUDY
HOLMES TO BARFIELD**

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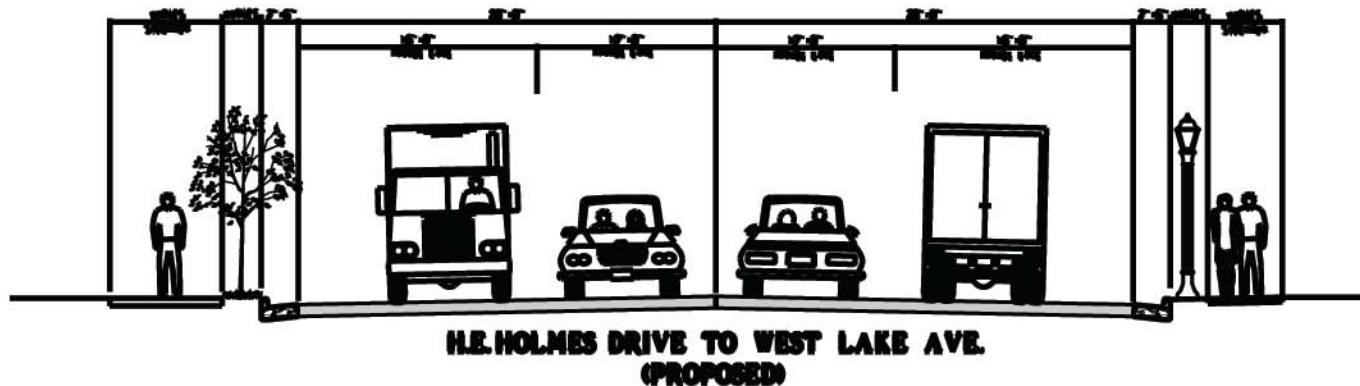


Figure 3-6: Segment 1C - Recommended Typical Section
(Barfield to West Lake)



**MARTIN LUTHER
KING, JR. DRIVE
CORRIDOR STUDY
TYPICAL SECTIONS**

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Segment 2 Overview

- Pedestrian Signal Upgrade – MLK at West Lake Avenue
- Sidewalk and Streetscape Upgrade/Improvements – both sides of MLK from West Lake Avenue to Lowery Boulevard
- Specifically provide sidewalk and streetscape upgrades and connections on MLK to connect to the BeltLine
- Construct the BeltLine on railroad bed crossing MLK to include trails and transit
- Construct/Build BeltLine stop at MLK crossing
- Development of activity node – MLK at West Lake Avenue
- Pedestrian Signal Upgrade – MLK at Chappell Road
- Enhancing existing pedestrian network throughout segment (Streetscape, Gateway and Traffic Calming Improvements such as Pedestrian Lights, Street Trees, Signage and Street Furniture)
- *Narrow entrances to segment along with special paving (color and texture)*
- *Potential for a raised pedestrian speed hump/crosswalk (mid-block) to reduce vehicle speed*
- *Coordination with local police (traffic division) for speed limit enforcement*
- Access Management measures along segment (curb cut and driveway consolidation)
- New infrastructure must fully address flooding issues that impact area; new projects should provide relief where possible and not aggravate current problems
- Pedestrian Signal Upgrade – MLK at Burbank Drive
- Pedestrian Signal Upgrade – MLK at Morris Brown Drive
- Monuments, signage and Wayfinding elements throughout segment
- Extensive coordination with MARTA
- Transit Oriented Development (TOD) at Activity Nodes
- Consolidation of bus stops at various locations along segment
- Installation of bus shelters where appropriate along segment
- Improve the PATH between West Lake MARTA Station and the BeltLine to fill in the gaps where the PATH currently shares the street with automobiles

Figure 3-7 on the following page maps the recommended projects. Figure 3-8 depicts the recommended typical section for Segment 2 between West Lake Avenue and Morris Brown Drive.

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Figure 3-7: Segment 2 - Transportation Recommendations



Pedestrian Mid-Block Crossing



Pedestrian Signals

Sidewalk/Streetscape Improvements



Beltline Route



City Council Boundary



MARTA Rail Line



Corridor Gateway

0 0.3 Miles

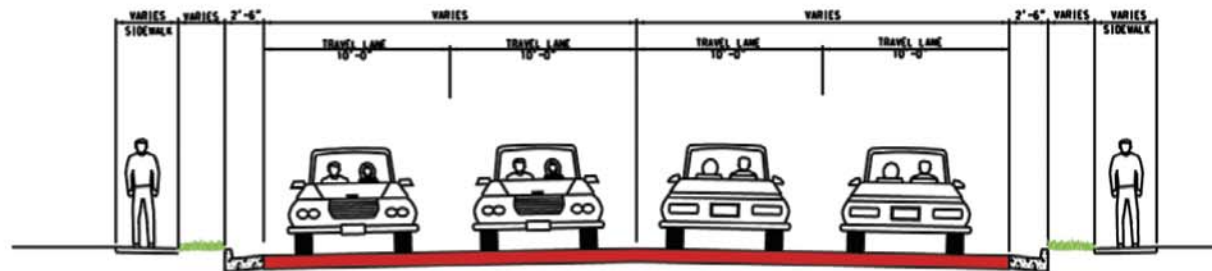


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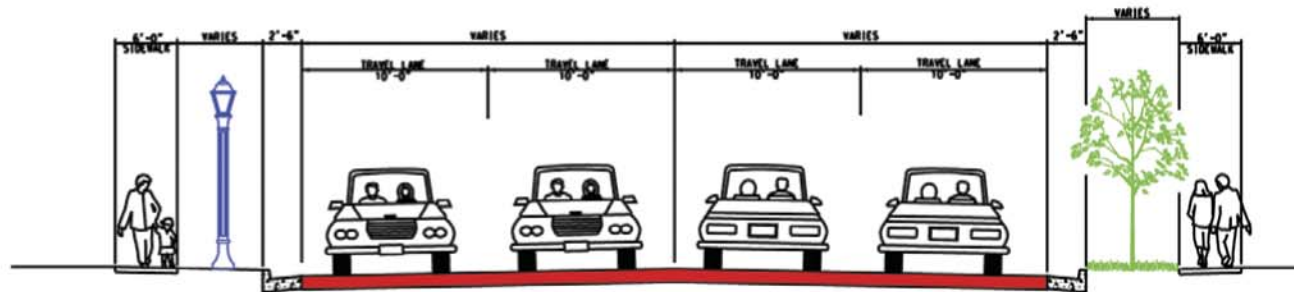
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MARTIN LUTHER KING, JR. DRIVE CORRIDOR STUDY



WEST LAKE TO MORRIS BROWN DRIVE
(EXISTING)



WEST LAKE TO MORRIS BROWN DRIVE
(PROPOSED)

Figure 3-8: Segment 2 - Recommended Typical Section


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**MARTIN LUTHER
 KING, JR. DRIVE
 CORRIDOR STUDY
 TYPICAL SECTIONS**



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Segment 3 Overview

- Pedestrian Signal Upgrade – MLK at Lowery Boulevard
- Sidewalk and Streetscape Upgrade/Improvements – both sides of MLK from Lowery Boulevard to Northside Drive
- Transit Superstop at Lowery Activity Node (*currently functions as a Superstop at the MARTA station now and will continue as the hub of an activity node*)
- Pedestrian Signal Upgrade – MLK at Brawley Drive
- Enhancing existing pedestrian network throughout segment (Streetscape and Traffic Calming Improvements such as Pedestrian Lights, Street Trees, Signage and Street Furniture)
- Access Management measures along segment (curb cut and driveway consolidation)
- Pedestrian Signal Upgrade – MLK at Walnut Street
- Pedestrian Mid-Block Crossings at various locations
- Transit Superstop at Vine City Station (Northside Drive at Maple Street) (*currently functions as a Superstop at the MARTA station now and will continue as the hub of an activity node*)
- Pedestrian Signal Upgrade – MLK at Northside Drive
- Gateway designations, monuments, signage and Wayfinding element throughout segment (*includes the Wayfinding signs and gateway elements at MLK at Lowery Boulevard and MLK at Northside Drive*)
- Extensive coordination with MARTA
- Transit Oriented Development (TOD) at Activity Node
- Consolidation of bus stops at various locations along segment
- Installation of bus shelters where appropriate along segment

Figure 3-9 maps on the following page maps the recommended projects.

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Figure 3-9: Segment 3 - Transportation Improvements

- | | |
|---|---|
|  Pedestrian Signals |  Sidewalk/Streetscape Improvements |
|  Pedestrian Mid-Block Crossing |  MARTA Rail Station |
|  Bus Superstop |  MARTA Rail Line |
| |  Corridor Gateway |



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